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	INFORMA	TION REPO	RT CD NO.	25 <b>X</b> ′
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SUBJECT	Aircraft Used by the MGB		NO. OF PAGES 2	
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AND 794, OF THE U.	TAINE INFORMATION AFFECTING THE NATIONAL DEFENSE TES, WITHIN THE MEANING OF TITLE 18, SECTIONS 783 -1, COSE, AS AMENDED. ITS TRANSMISSION OF REVEL THAT TO OR RECEITS AND MANAGEMENTED PERSON IS THE REPRODUCTION OF THIS FORM IS PROMISITED.	THIS	IS UNEVALUATED INFORMATION	25X1

1.	The offices of the MVD and the MGB did not have any organic aircraft for their particular operations.  Byuro No 1 of the MGB, later was absorbed by the 9th Section	25X1 25X1			
	(Otdel) of the Second Chief Directorate (SCD), MGB. (In Russian, Vtoroye Glavnoye Upravleniye - VGU.)				
2.	As a rule, personnel of the 9th Otdel who travelled by air between Moscow and Berlin or Vienna used the facilities of the Soviet Long Range Air Force (Aviatsiya Dal'nego Deystviya) although there was no official connection between the two agencies. The planes of the Long Range Air Force were used primarily by the field postal service (Polevaya pochta) in carrying mail between the USSR and the occupied areas where Soviet troops were stationed. The planes were not designed to carry passengers, had no heating facilities, and were very uncomfortable.				
3.	The aircraft used were two-engine planes which were referred to as "pigeons" (golubi). The 9th Otdel had been using the facilities of the Long Range Air Force since about 1950 or 1951 at a time when Soviet troops were stationed there.	25X1 25X1			
4.	Pilots of the Long Range Air Force were reluctant to serve the 9th Section and created difficulties whenever they could. Before the MVD could make use of one of these planes, a great deal of paper work was required. Once Major Tamara Nikolayevna Ivanova, now Chief of the Austrian Sub-section of the 9th Section, had to wait over four hours at the airdrome in Astashkovo (about 45 miles east-southeast of Moscow, N 55-32, E 38-40) because permission to leave depended on a major general who was in charge.  CLASSIFICATION SECRET	25X1			
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